

Wadestown School would like to see the Council take a genuine responsibility for helping to ensure children's safety around Wadestown School sites. This is such an important issue and as the School Principal who has worked at this site for more than 40 years I believe that it is that strong an issue that I've taken time out of a busy start to the school year to come and address this issue myself.

Firstly ever since talking with Paul Davidson he has made it clear he supports the 62 Weld Street owner which we find frustrating and somewhat inflammatory given the council is the vendor as well as the decision maker/regulator. We have had no clarity from council officers on why their recommendation to sell the land will not result in compromising the safety of residents, pedestrians and children using Weld Street.

We have been working with the Council since 2008 when the Wadestown Road Safety committee presented a proposal to the then mayor and councillors who were extremely supportive. They directed us straight to a meeting room with Paul Barker and others to immediately start dealing with our concerns. We have been dealing with Council on a variety of road safety issues around the school's two sites.

In its current state 62 Weld Street cannot use its driveway where there are kerb indentations as they physically cannot drive off the road onto the property because the house is so close to the boundary. It will be extremely dangerous to have another driveway onto Weld Street particularly on this stretch of road due to the restricted visibility, steep topography, narrowness and proximity to the school.

Rather than putting one owner's desire over a community school impacting on a large number of residents and most importantly the safety of children we believe the Council should be acting more responsibly. The school has been here for more than 100 years.

If the owners of 62 Weld Street were able to purchase the Council piece of land it would increase their section size to a desirable size in which to redevelop and subdivide, potentially being able to create two access ways. Worse still if each property had a double garage beside the street that's 4 access ways plus the space allowed beside each access way for yellow lines taking away precious parking and further compromising visibility and safety on Weld Street. How many of you here actually realise just how steep, narrow and hazardous this site is? I would encourage all of you to come up and see for yourself one day around 3pm and you will see for yourselves why we feel so strongly about these matters.

In principle we do not wish to deny the applicant to purchase the land but would urge the council to impose some restrictions around future access to the property putting the safety of all Weld street road users, pedestrians (using the Te Araroa National walkway) and Wadestown school pupils first.

If the Council is not prepared to prevent a Weld street access as a condition of the purchase of the property given the property already has a perfectly adequate Cecil Road access, then at the very least we would propose an access should require a vehicle to be fully driven off the road onto the property and enough room created for a vehicle to turn around so it can drive forwards out of the property.

We are still not convinced that Paul Davidson has got it completely right about the District Plan 'Residential Rule' 5.1.1.3.05 which he earlier indicated was "very applicable to this situation". There has been much contradiction when he has talked about local and collector roads and primary street and secondary streets, we feel it needs to be further investigated.

Tabled Information - Reference 006/12RP(a)

I have been part of Wadestown School for over 45 years and safety systems instigated by the school have been operating for over 30 years. The only reason the safety audit reads so well is because of the systems in place instigated and supported by the school through constant and continual parent and student education. Have you seen the photo on the front of the safety report? – A car parked facing up the hill (Contravening the informal one-way system) parked on the footpath and yellow lines. Cars, everywhere a truck further down the road parked facing up the hill on the wrong side of the street, small child mother and baby. It is hardly a safe looking environment.

The Council has continually allowed many subdivisions and infill housing in Weld Street making it very high density. It is virtually impossible for one car to drive up this street as one travels down let alone the impact on emergency vehicles' ability to use this street should the need arise.

Wellington City Council

**Weld Street - Wadestown
Safety Review and Survey**



**Stuart Bullen
Team Leader Traffic
December 2011**

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1. INTRODUCTION

A safety review was undertaken in Weld Street Wadestown to identify potential safety issues for road users and to ensure that measures are identified to eliminate or reduce the identified problems.

The safety review carried out in November and December 2011 was requested from a meeting held at Wadestown School on 7th October 2011 between council officers and Wadestown School representatives. The safety review will;

- Help minimise the risk and dangers attributed to the existing road conditions.
- Improve awareness of safe practices
- Assist Wadestown School determines the effectiveness of its provision of a safe and effective environment for school children.

The safety review will provide general recommendations on overall safety problems. However, in some cases the auditors may identify and comment on specific problems and also on positive aspects of the roads audited.

2. OBJECTIVE

- 2.1 To identify potential safety problems for road users and others.
- 2.2 To ensure that measures to eliminate or reduce the identified problems are considered fully by WCC.

3. METHODOLOGY

Four on-site surveys were carried out in November/December in Weld Street to observe the movement of traffic, pedestrian safety and view the safety procedures Wadestown School have implemented over the years by way of creating an unofficial one way street during school pick up and drop off times and assisting children being dropped off by car outside the school entrance. The seven on-street angled parking spaces were also surveyed during pick up and drop off times.

The methodology will assist in Council making recommendations on safety improvements for Weld Street.

4. BACKGROUND

Wadestown "lower School" have been well established in Weld Street for many years along with residential properties located on both the east and west side of Weld Street. Recent changes to the environment have seen the development of some infill housing and a new classroom recently completed that has increased the school role.

Wadestown School has formed a road safety committee that has been very pro active in the road safety field for the whole of Wadestown School. To improve safety for the lower school they have implemented an unofficial one way street by getting parents who drop off and pick up children by car to enter via Wade Street where children can be dropped off with assistance from an adult by the School gate. The parents do not get out of the vehicle

and do not significantly impede traffic flow or create any safety issues when observed during the surveys.

A meeting held at Wadestown School on 7th October 2011 attended by, Councillor Coughlin, Wadestown School road safety committee, and Council officers was as a result of a road stopping notice issued on 62 Weld Street in April 2011.

Safety concerns were raised at the meeting by Wadestown School due to the road stopping notice affecting any future council plans have on creating additional parking spaces and footpaths on road reserve. The recent increase to the school roll, more dense housing in Weld Street and the increase to children walking to school were other safety issues raised to council officers at the meeting that has lead to the safety review being undertaken.

A concept plan (appendix A) were drawn up in July 2011 for initial discussions between Wadestown School , the owner of 62 Weld Street to better understand what type of engineering measures would be required to improve safety.

5. SURVEYS

Surveys were undertaken in November and December during school pick up and drop off time to better understand the way the safety procedures carried out by Wadestown school are working , traffic movement and behavior and pedestrian demand.

Wednesday 23 rd November 8.30am – 9.00am		
WELD STREET	Vehicles	Comments
Downhill Traffic	68	
Uphill Traffic	2	1 vehicles drove onto footpath with children close by
Dropped Off at School Gate	39	No delays to more than 2 vehicle were observed
Downhill Traffic used P15 angle parks	15	Spaces full, turnover in 6 of the parks. Vehicles reversed out of park often the vehicle waiting to enter would have to reverse up Weld Street with children crossing near by. One parking space used by contractor vehicle
Children Walking	48 children in total walked to school with 30 children walking uphill and 18 downhill.	

Wednesday 23 rd November 3.00pm -3.30pm		
WELD STREET	Vehicles	Comments
Downhill Traffic	62	
Uphill Traffic	4	Construction vehicle drove onto footpath with children on footpath.
Picked up at School Gate	29	No delays to more than 1 vehicle were observed
Downhill Traffic used P15 angle parks	17	Spaces full, turnover in 5 of the parks. Vehicles reversed out of park often the vehicle waiting to enter would have to reverse up Weld Street with children crossing near by.
Children Walking	40 children in total walked out of school with 26 children walking downhill and 14 uphill.	

Friday 2 nd December 8.30am -9.00am		
WELD STREET	Vehicles	Comments
Downhill Traffic	55	
Uphill Traffic	5	3 vehicles drove onto footpath with children close by
Dropped Off at School Gate	32	No delays to more than 1 vehicle were observed
Downhill Traffic used P15 angle parks	12	Spaces full, turnover in 4 of the parks. Safety issues observed when vehicles reversed out of park often the vehicle waiting to enter would have to reverse up Weld Street with children crossing near by.
Children Walking	57 children in total walked to school with 34 children walking uphill and 23 uphill.	

Friday 2 nd December 8.30am -9.00am		
WELD STREET	Vehicles	Comments
Downhill Traffic	51	
Uphill Traffic	3	3 vehicles drove onto footpath with children close by
Dropped Off at School Gate	27	No delays to more than 1 vehicle were observed
Downhill Traffic used P15 angle parks	16	Spaces full, turnover in 4 of the parks. Safety issues observed when vehicles reversed out of park often the vehicle waiting to enter would have to reverse up Weld Street with children crossing near by.
Children Walking	48 children in total walked out of school with 26 children walking downhill and 12 uphill.	

6. CONCLUSIONS AND COMMENTS

- A good percentage of children are currently walking to the school gate accompanied by adults.
- Pedestrian safety is compromised with all up hill traffic movements during pick up and drop off times.
- Traffic movement is predominantly from off Wade Street with the unofficial one – way route well adhered to by school parents and local residents.
- Traffic speeds are slow
- Conflict between children crossing from the eastern footpath with vehicles travelling uphill.
- Conflict between children crossing near the school gate with vehicles reversing up hill when motorist looking for angled parking space.
- Parents dropping off children while staying in the vehicle observed to be working well with the assistance of a school helper getting children out of vehicles.
- There is a high demand for the angled parking spaces during school pick up and drop off times noting that all the spaces were virtually fully occupied.
- A full time one-way system that would have safety benefits during school pick up and drop off time would need the residents agreement that this would benefit there needs to access in and out of Weld Street. A disadvantage of a one-way street for safety is that speeds are increased significantly.

7. RECOMMENDATIONS

Based on the observations made officers would recommend the following to improve safety. Any change to the roading environment would need consultation carried out with affected residents. It is recommended that:

- (a) To provide more time restricted during school terms on-street parking spaces on the western side of Weld Street
- (b) To provide a footpath on the western side of Weld Street linking up to the existing footpath. A minimum of 1.2 metres needs to be provided.

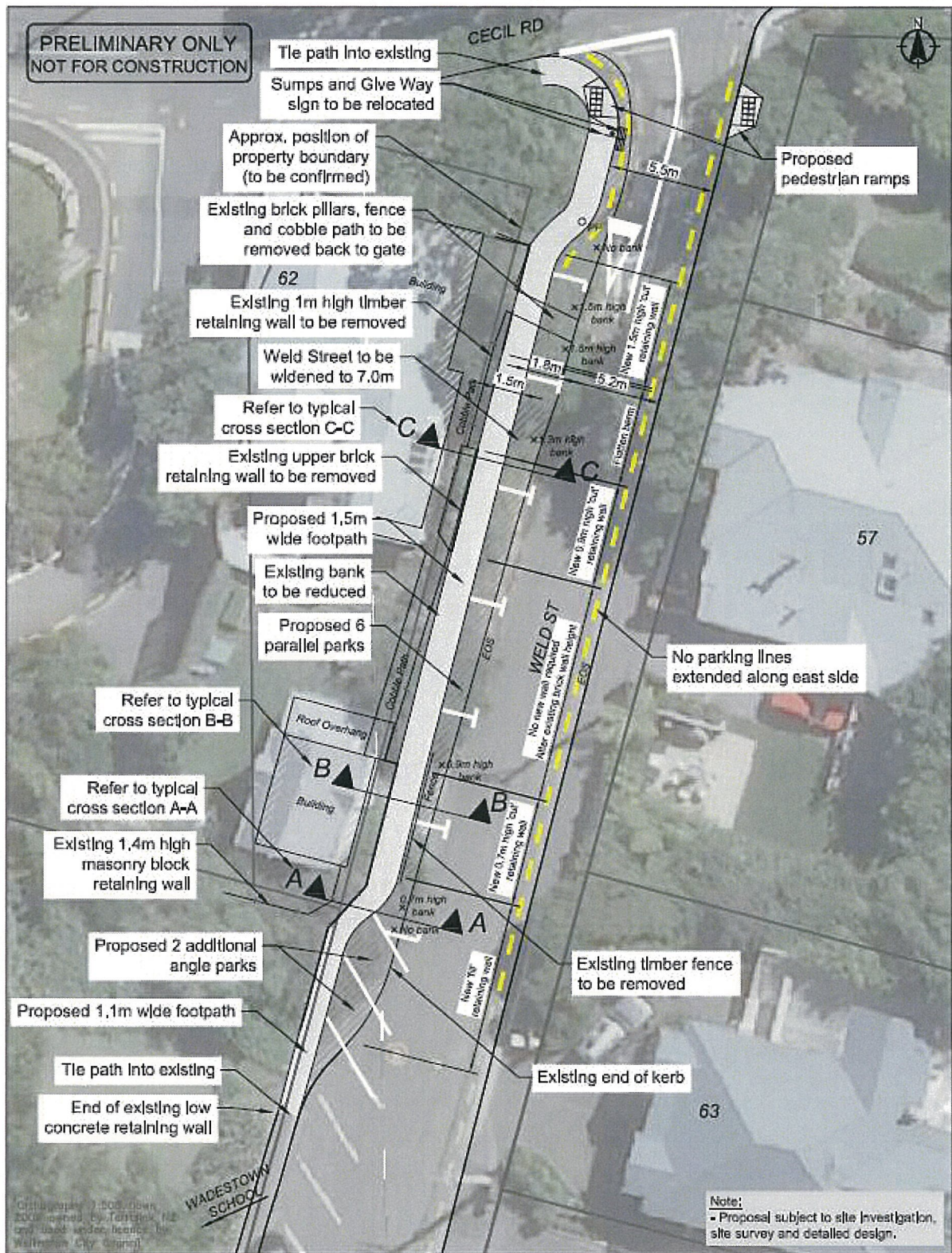
The safety review highlighted safety issues with vehicles reversing up Weld Street by the school gate when looking for one of the time restricted angled parking spaces. Often the driver would spot a vehicle reversing out of the park and would have to reverse themselves to allow the vehicle to exit. It was observed that the driver was not always aware that children were crossing in close proximity to the rear of the vehicle. The extra on-street parking provided would mitigate this safety issue.

A footpath on the western side has the benefit of providing a facility for children and other users to cross at Cecil Road and not have to cross over near the school gate where there is vehicle activity.

To provide a footpath, create extra on-street parking spaces and allow two way traffic flows all within the road reserve Council would have to carry out excavation work on the western side outside of 62 Weld Street. Consultation would be carried out with all residents of Weld Street if it was agreed that a safety project such as shown is to be considered.

With the road opening notice for 62 Weld Street it is my understanding that it could impact on the proposed on street parallel parking spaces by the loss of one parking space currently being shown in the concept plan. My recommendation is that this will not have any impact on the safety of school children and that adequate on-street parking would be provided.

APPENDIX ONE:



Client: **Westpac** Sheet Title: **Concept Plan** Project: **704456**

App Date: **07/11** Project Title: **WADESTOWN SCHOOL / WELD ST** Drawing: **P01**

Approved: **SAW** Date: **29/07/11** ON-STREET PARKING Revision: **-**

Scale: **1:250**

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Note:
- Proposal subject to site investigation, site survey and detailed design.

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